

Message Text

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PAGE 01 STATE 227470

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TO USMISSION NATO

ALL NATO CAPITALS

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SUBJ: CCMS URBAN TRANSPORTATION STUDY

1. FOR US MISSION NATO: THIS CABLE INCLUDES TEXT OF TALKING PAPER ON DISTRIBUTION OF URBAN TRANSPORTATION STUDY REPORTS. PAPER HAS ALREADY BEEN CIRCULATED TO UK, FRG, FRANCE, NETHERLANDS, BELGIUM, AND CANADA AS COUNTRIES PARTICIPATING IN URBAN TRANSPORTATION STUDY. IT WILL BE DISCUSSED BY US DELEGATION AT PLENARY AND COPY SHOULD BE MADE AVAILABLE TO ALL MISSIONS TO NATO.

2. FOR NATO CAPITALS: TEXT OF TALKING PAPER HAS ALREADY BEEN MADE AVAILABLE TO SOME OF THE ALLIES AS PARA 1. POSTS IN OTHER ALLIED GOVERNMENTS SHOULD TRY TO GET COPY OF PAPER TO APPROPRIATE CCMS CONTACT IN ADVANCE OF PLENARY.

TEXT OF PAPER FOLLOWS:

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PAGE 02 STATE 227470

SINCE THE INITIATION OF CCMS IT HAS BEEN A CARDINAL

PRINCIPLE THAT THE PROJECTS CARRIED OUT UNDER ITS AUSPICES, WHERE APPROPRIATE, SHOULD LEAD TO RECOMMENDATIONS TO THE GOVERNMENTS OF THE ALLIES SUGGESTING CHANGES, AS APPROPRIATE, IN NATIONAL POLICY. TO A REMARKABLE DEGREE, THIS GOAL HAS BEEN ACHIEVED. UP UNTIL NOW, HOWEVER, THE NATURE OF THESE RECOMMENDATIONS HAS BEEN SUCH THAT THEY WERE USUALLY AMENABLE TO IMPLEMENTATION THROUGH THE DIRECT ACTION OF THE CENTRAL GOVERNMENT. FOR EXAMPLE, A NUMBER OF THE ROAD SAFETY AND AIR POLLUTION RECOMMENDATIONS INVOLVE SPECIFIC ACTIONS BY NATIONAL GOVERNMENTS; THE OIL SPILLS RESOLUTION INVOLVED DIRECT ACTION ON THE PART OF THE ALLIED GOVERNMENTS IN FOSTERING THE IMCO OIL SPILLS CONVENTION. IN CONSIDERING THE MANNER IN WHICH THIS COMMITTEE, AND ULTIMATELY THE NORTH ATLANTIC COUNCIL, SHOULD ACT ON THE OUTPUT OF PROJECTS NOW BEING CARRIED OUT UNDER THE URBAN TRANSPORTATION PILOT STUDY, IT MUST BE RECOGNIZED THAT THERE EXISTS AN IMPORTANT DIFFERENCE BETWEEN THE CHARTER OF THIS STUDY AND THOSE OF ALMOST ALL THE OTHER CCMS EFFORTS.

THE FIVE PROJECTS--BUS PRIORITY SCHEMES, DIAL-A-BUS EVALUATION, URBAN GOODS MOVEMENT, URBAN TRAVEL FORECASTING, AND SHORT DISTANCE TRAVEL TECHNIQUES--ALL INVOLVE THE DEVELOPMENT OF INFORMATION THAT BEARS ON MATTERS THAT USUALLY FALL WITHIN THE JURISDICTION OF LOCAL, PROVINCIAL OR MUNICIPAL AUTHORITIES. THE ACTUAL SELECTION AND IMPLEMENTATION OF SPECIFIC MEASURES FOR ACCOMPLISHING BUS PRIORITY, E.G., WILL ALMOST ALWAYS OF NECESSITY BE A LOCAL DECISION. THE SAME POINT HOLDS GENERALLY FOR THE BASIC CONCERNS OF OTHER PROJECTS. THUS, WHILE THE OUTPUT DEVELOPED BY THE URBAN TRANSPORTATION PILOT STUDY WILL CERTAINLY BE USEFUL TO CENTRAL GOVERNMENTS, IT WILL BE IMPORTANT, IN THE CASE OF THE DETAILED OUTPUT OF THE PROJECTS, THAT THIS INFORMATION REACH THE HANDS OF LOCAL OFFICIALS WITH THE APPROPRIATE DECISION-MAKING AUTHORITY. THIS WILL REQUIRE TRANSLATION IN A NUMBER OF CASES.

WHEN ACTING ON THE URBAN TRANSPORTATION PILOT
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PAGE 03 STATE 227470

STUDY PROJECT REPORTS, CCMS MEMBERS SHOULD CONSIDER WHETHER THE INFORMATION AND CONCLUSIONS PRESENTED IN THE REPORT REPRESENT KNOWLEDGE THAT HAS BEEN DEVELOPED TO THE POINT WHERE IT IS APPROPRIATE TO OFFER IT TO LOCAL OFFICIALS AS GUIDANCE THAT CAN BE RELIED UPON. SOME OF THE PROJECTS MAY DEVELOP THEIR SUBJECTS TO THE POINT WHERE THEY WILL BE USEFUL TO EXPERTS AT THE CENTRAL GOVERNMENT LEVEL, BUT BECAUSE THE FIELDS OF

KNOWLEDGE BEING INVESTIGATED ARE RELATIVELY NEW AND UNTESTED, IT WOULD BE INAPPROPRIATE TO PRESS THEM ON LOCAL OFFICIALS AS DEPENDABLE GUIDANCE. HOWEVER, IF CCMS MEMBERS FIND THAT THE PROJECT'S OUTPUT DOES REPRESENT MATERIAL THAT WOULD BE USEFUL TO LOCAL AUTHORITIES, THEN THE CCMS RECOMMENDATION TO THE NAC SHOULD SO STATE. THE ALLIED GOVERNMENTS THAT ARE PARTICIPATING IN THE URBAN TRANSPORTATION PILOT STUDY SHOULD AGREE THAT THEY WILL BE BOUND TO TAKE THE NECESSARY STEPS TO SEE THAT THE PROJECT REPORTS ARE DISTRIBUTED, IN ACCORDANCE WITH NATIONAL PRACTICE, TO THE LOCAL OFFICIALS IN THEIR COUNTRIES WHO ARE RESPONSIBLE FOR URBAN TRANSPORTATION DECISION-MAKING, IN A MANNER THAT INDICATES THAT THE CENTRAL GOVERNMENT ENDORSES THE FINDINGS OF THE PROJECT REPORT. INGERSOLL

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